

## Guidelines and Restrictions – Port of Helsingborg: Nord-, Väst & Sydhamnen

### Purpose

To be used by pilots, port authorities, ship owners, charterers, cargo owners, ship agents or other stakeholders for guidance about limitations and restrictions in the port of Helsingborg.

### General information

- If no deficiencies have been reported upon pilot ordering, the vessel must be suitably ballasted so that propeller, rudder and any bow- and/or stern thruster operates with optimum efficiency. If not, due to safety reasons, the pilot has the right to postpone the arrival/departure until deficiencies have been rectified.
- A vessel is considered *Dead ship* when the main propulsion is out of order.
- Pilotage of Dead ship vessels shall be carried out with two pilots onboard.
- All depths and drafts at  $\pm 0$  RH2000 (BSCD) – Reference RH2000 in ViVa.

### Pilot boarding position

- For vessels coming from the north, the normal boarding position is abeam the M3-buoy (alternatively 0,8 NM WNW of the M1-buoy).
- For vessels coming from the south, the normal boarding position is 1,1 NM SE of the M7-buoy.

### Communication and Reports

- 2 hours before arrival, report to Pilot Dispatch Center, Vhf ch. 80.
- 1 hour before arrival and departure, report to Helsingborg Port Control, Vhf ch. 11. Confirm ETA/ETD, deepest draft and current berth.
- Communication with pilot boat, Vhf ch. 80
- Communication with Harbour Master during berthing/unberthing, Vhf ch. 11.
- Communication with linesmen, Vhf ch. 11.
- Communication with tugboats, Vhf ch. 69 (08).
- Report, according to ALRS volume 6(2), shall be sent to Sound traffic (online, email or verbally, vhf ch. 73) before departure. Upon departure confirm that Sound traffic has received the report and confirm maximum draft.

*Arrival/departure may, if communication with linesmen and Harbour Master cannot be established, have to be postponed due to safety reasons until line of communication is established.*

### Linesmen

- Linesmen are compulsory for all vessels with loa equal to or more than 50 meters.
- Ships agent or Master of the vessel orders linesmen separately in advance.

**Pilot Area Malmö**
**Fairway information**

Fairway to/from Helsingborg							
Port	Distance from M1 (pilot) to turning basin	Distance from M3 (pilot) to turning basin	Distance from M7 (pilot) to turning basin	Distance from Ven/Råå anchorage	Minimum fairway width in TSS	Minimum depth outside 15- and 12-meter curve	Minimum depth outside 10- and 5-meter curve
Nordhamnen	12 NM	10,1 NM	4,6 NM	6,5/4,8 NM	0,4 NM	16,5/12,5	10,5/6,5 m
Västhamnen	11NM	9,1 NM	3,6 NM	5,5/4,0 NM	0,4 NM	16,3/12,5 m	10,5/7,3 m (Disken area – not in fairway)
Sydhamnen	11,5 NM	9,6 NM	3,2 NM	5,1/3,6 NM	0,4 NM	16,3/12,1m	10,5/7,3 m (Disken area – not in fairway)
<b>Remarks</b>							
Ferries between Helsingborg and Helsingør cross the TSS regularly 24/7. Vessels inbound on a northerly course will normally have an easterly drift when the current is setting south and a westerly drift when the current is setting north.							

**Anchorage and use of anchor inside port**

- **Anchorage areas:**
  - Ven anchorage 0,5 NM north of island Ven. Holding ground: clay. Minimum depth: 27 meters.
  - Råå anchorage 1,4 NM south-southeast of Bulkhamnen. Holding ground: clay. Minimum depth: 14 meters. For vessels up to maximum 8,0 meters draft or < 180 meters only.
- **Unsuitable areas:**
  - In inshore traffic zone.
- **Prohibited areas:**
  - Anchoring is not allowed in separation scheme (TSS)
  - An area bounded by the eastern limitation line of the TSS between the E5 buoy and 1,1 NM south of the E7 buoy and a line approximately 0,2 NM east of and parallel to the eastern limitation line of the TSS.
  - A rectangle area with a northern line between W7-M7-E7 buoys and 0,9 NM southward.
  - When passing electrical cables between Sweden and Denmark (marked in the chart).
- **Use of anchor inside port:**
  - Nordhamnen: no limitations.
  - Västhamnen: no limitations.
  - Sydhamnen: no limitations.

**Berth information and maximum dimensions**

Nordhamnen (Maximum dimensions in the harbour, loa: 150 m, boa:32,5 m)								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
119	Cruise vessels	338°/158°	180	150	32,5	7	6,5	Before arrival/departure contact shall be

**Pilot Area Malmö**

								established with ferries in order to synchronize that no ferries are maneuvering inside the port during arrival/departure.
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**Explanatory notes**

The turning basin in the outer part of the harbour has a diameter of approximately 240 meters.

**Västhallen (Maximum dimensions in the harbour, loa: 225 m, boa:32,5 m)**

Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
903	Pellets/ Container	357°/177°	302	225	32,5	12,6	11,7	Upon arrival of container vessels to berth 903 & 904 and with a vessel berthed on the opposite side, one (1) ASD tugboat is mandatory unless there is sufficient berthing space on the opposite side for the arriving container vessel to land on if necessary.
904	Container/ RoRo	357°/177°	270	225	32,5	12,6	11,7	Upon arrival of container vessels to berth 903 & 904 and with a vessel berthed on the opposite side, one (1) ASD tugboat is mandatory unless there is sufficient berthing space on the opposite side for the arriving container vessel to land on if necessary.  Maximum air draft: Crane 18: 38,2 m Crane 19: 41,2 m
905	RoRo	020°/200°	192		32,5	8,9	8,4	Berth normally not used for regular traffic.
906	Container/ RoRo	020°/200°	213	170	32,5	8,9	8,4	Maximum air draft: Crane 20: 41,2 m

**Explanatory notes**

The turning basin in the harbour has a diameter of approximately 280 meters.

Sydhavnen (Maximum dimensions in the harbour, loa: 230/250 m, boa:32,5 m)								
Berth	Cargo	Direction	Length (m)	Maximum loa (m)	Maximum boa (m)	Depth (m)	Maximum draft (m)	Remarks
503	Petroleum	352°/172°	84	215	32,5	10,8	10,3	Distance quay center – 10-meter curve in the north part: 113 meters
504	Petroleum	352°/172°	84	215	32,5	10,8	10,3	Distance quay center – 10-meter curve in the north part: 113 meters
505	Not in use	035°/215°	78			7,9		Not in use for commercial traffic.
601-602	Grain	025°/205°	198		32,5	10,2	9,7	
603-605	Grain	025°/205°	245	230	32,5	13,1	12,5	
700-703	Lay-by/waiting berth	025°/205°	277	230	32,5	7,4	6,9	
704-705	RoRo Chemicals	017°/197°	205	230	32,5	7,4	6,9	704: RoRo-ramp
706-709	RoRo General cargo Cruise vessels*	017°/197°	332	230/250*	32,5	11,5	11,0	709: RoRo-ramp  *Vessels exceeding 230 meters: two pilots onboard. Maximum average wind: 8 m/s, maximum current: 1,0 knots. Maneuvering characteristics equivalent to the vessel simulated in Gothenburg May 19-20, 2014. Pilots to be given the opportunity to prepare/plan the arrival together with the Master of the vessel.
<b>Explanatory notes</b> The outer turning basin has a diameter of approximately 280 meters, and the inner approximately 150 meters								

## Tugboat information and requirements

The following are general guidelines. The pilot has the right, after consultation with the Master of the vessel, to require an **increase** of the number of tugboats if deemed necessary due to wind and/or current conditions.

- Tugboats are ordered by the Master of the vessel or the ships agent.
- All tugboats used should be of ASD (Azimuth Stern Drive) or Tractor (Voith-Schneider) type – No conventional tugboats unless agreed with Swedish Maritime Administration (Malmö).
- On arrival/departure with a tugboat there must be a minimum distance of 30 meters forward and aft of the vessel.

**Pilot Area Malmö**

- **Escort tug requirements**
  - Normally Not Applicable
- **Bollard pull/safe working load requirements – SWL (bollards and fairleads)**
  - No specific requirements but the vessel to have sufficient SWL for the current operation concerning weather and loading conditions.
- **Local tugboat requirements**

<b>Number of tugboats – Standard for Helsingborg pilotage area</b>						
<b>Loa (m)</b>	<b>Conventional No bow thruster Normal rudder Fixed propeller (FP)</b>	<b>Bow thruster Normal rudder Fixed propeller (FP)</b>	<b>Bow thruster Normal rudder Controlable Pitch Propeller (CPP)</b>	<b>Bow thruster Active rudder Controlable Pitch Propeller (CPP)</b>	<b>Bow thruster Active rudder stern thruster or Azipod</b>	<b>Bow thruster Two rudders Twin screw or two Azipods</b>
<110	0	0	0	0	0	0
110-≤130	1	0	0	0	0	0
130-250	2	1	1	0	0	0
Draught ≥9,5m	2	2	2	2	2	2
<b>Specifically, for Västhamnen Helsingborg</b>						
≥140 m & gusts of wind ≥15 m/s	2 <sup>1</sup>	2 <sup>1</sup>	2 <sup>1</sup>	2 <sup>1</sup>	2 <sup>1</sup>	X <sup>2</sup>
≥150 m	2	1	1	1	1	0
<b>Remarks</b>						
<sup>1</sup> Exemption from the number of tugboats can be applied for by the Master of the vessel to Swedish Maritime Administration (Malmö). The Master must present actual evidence that the ship's equipment (propeller type, bow and any stern thruster) safely can handle the ship's current draft and wind area in prevailing winds without the use of prescribed number of tugboats. Favourable wind directions can lower the number of tugboats provided that current loading condition is presented by the Master of the vessel.						
<sup>2</sup> Necessity to consult with Swedish Maritime Administration (Malmö) in order to decide the number of tugboats required.						

**Visibility restrictions**

- No general visibility restrictions, but during restricted visibility, the radar image shall be in good working condition – decision by on-duty pilot.

**Daylight restrictions**

- Cruise vessels, loa ≥230 meters to Sydhamnen: Daylight only.

## Wind restrictions

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- Västhamnen: At wind gusts equal to or above 20 m/s all arrivals of all vessels are normally suspended, regardless of wind direction.
- Container vessels  $\geq 140$  meters at wind forces  $\geq 15$  m/s: see *Specifically for Västhamnen Helsingborg* under *Local tugboat requirements*.
- Sydhamnen: Cruise vessels: maximum average wind: 8 m/s. Source according to ViVa in Helsingborg.

## Wave and swell restrictions

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- Normally Not Applicable, but in a combined assessment of wind and current, restrictions may apply. Decision by on-duty pilot after consultation with the Master of the vessel.

## Current restrictions

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- Cruise vessels to Sydhamnen: maximum current: 1,0 knots. Source: according to ViVa in Helsingborg or appreciated by on-duty pilot.
- In the event of a strong southerly current, ships are never backed out (stern first) of Väst- or Sydhamnen. Decision by on-duty pilot.

## Two-man pilotage

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- Cruise vessels to Sydhamnen  $\geq 230$  meters.
- All movements of Dead ship vessel.

## Ice restrictions

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- Normally Not Applicable.

## Other restrictions

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- On arrival/departure without tugboats there must be a minimum distance of 15 meters forward and aft of vessel.